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COUNTRY East Germany

REPORT NO.

TOPIC Cottbus Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 25 June 1953

REFERENCES

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PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. [REDACTED]
2. The following air activity was observed at the field between 28 April and 18 May:
 - 28 April. A few flights were made by Yak-11s while there were intermittent rain showers.
 - 29 April. In the morning, there was intensive air activity by Yak-11s which practiced aerobatics. The degree of cloudiness increased.
 - 30 April to 3 May. There was no air activity.
 - 4 May. Aerobatics and local flights were made by Yak-11s [REDACTED]. After the landing, the planes did not taxi back to the take-off point but immediately took off again.
 - 5 May. Local flying was practiced by Yak-11s and MiG-15s.
 - 6 May. In the afternoon, local flights were made by MiG-15s.
 - 7 May. There was little air activity by MiG-15s in gusty and rainy weather.
 - 9 May. [REDACTED] parachute jumps were made over the field.
 - 11 May. After 5 a.m., flying was practiced by Yak-11s with blue propeller hubs, individual Yak-18s and one Yak-14. A radio truck with a rod antenna, about 5 meters high, was parked at the take-off point. The ceiling was at an altitude of 1,800 meters. After 1 p.m., local flights were also made by MiG-15s.
 - 12 May. There was air activity by Yak-11s with blue propeller hubs and individual Yak-18s.

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13 May. Flying was practiced by MiG-15s.

14 May. There was air activity by Yak-11s. There was a 3/10 to 5/10 overcast and westerly wind of about 15 km/h. Two MiG-15s [] made local flights, requiring a considerably shorter strip for taking off than for landing. The Yak-11 planes [] flew in the afternoon. The MiG-15s took off with and against the wind. After the landing, they taxied to a stop, then turned and immediately took off again.

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15 May. The weather was the same as on the preceding day, except for a stronger wind. There was air activity by Yak-11s and MiG-15s.

16 May. In the morning, aerobatics were made by Yak-11s with blue propeller hubs. The weather was improving. At the take-off point there were colored wooden plates, similar to targets for approach flights, which were probably used for instruction purposes.

18 May. [] local flying was practiced by MiG-15s.

3. On 3 May, three low boxes for the airfield arrived at Cottbus railroad station. [] on 12 May, an eastbound train, including several boxcars with VPI, was observed at Cottbus railroad station. The train was loaded with 20 canvas-covered six-wheel vehicles, 3 trucks and 1 sedan.

4. Between 3 and 16 May, additional crates with aircraft arrived in Cottbus.

5. On 12 May, 86 MiG-15s, 6 U-MiG-15s, about 20 Yak-11s and 1 Li-2 were observed at the field. Eight to 10 Yak-11s practiced formation flying in elements of two and probably instrument flying. []

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rotating searchlight the location of which could not be identified. Except for obstacle lights no other lights were observed at the field. When a Li-2 plane landed, the runway was illuminated by a searchlight mounted on a truck.

• Subsequently, the Li-2 once circled over the field, while the runway was lighted.

6. On 11 May, five railroad tank cars with 300, 244, 200, 215 and 300 hectoliters of fuel arrived at the field coming from Leipzig-Plagwitz. On 12 May, four railroad tank cars with 265, 300, 240 and 300 hectoliters arrived from the same direction and one railroad tank car from Beshlen. On 14 or 15 May, another shipment of seven railroad tank cars was dispatched to the field.

7. The following air activity was observed at the field between 18 and 20 May:

18 May. [] 3 swept-back jet fighters, including [] 2 radio trucks, 2 trucks, 1 van-like truck, 2 jeeps and 1 starter carriage were observed at the western end of the runway. The planes individually took off toward the east, circled once over the field, taxied to a stop after landing, then turned on the runway and immediately took off again toward the west. There was sunny weather and almost no wind. Each plane circled 3 or 4 times before being refueled. A Li-2, 12 single-engine low-wing monoplanes and about 50 jet planes with camouflage cover were parked in front of the hangars.

19 May. Between 5:30 p.m. and 6 p.m., U-MiG-15 [] and MiG-15 [] were observed at the west end of the runway. The planes made flights of about 20 minutes after which they were immediately refueled. About 70 jet fighters were also observed at the field.

20 May. In the morning, individual single-engine low-wing monoplanes made aerobatics over the town. There was sunny weather. Between 5 p.m. and 5:30 p.m., 10 jet fighters were parked at the take-off point. The two-seater U-MiG-15 [] made a 10-minute flight, then came down without landing and climbed again for a flight of about 10 minutes. It landed at the field after three flights. All swept-back jet planes observed aloft had their landing gears extended.

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8. Two installations, possibly antenna systems, were located just north of the runway.

9. At about 7:30 p.m. on 20 May, two parachutists jumped from a twin-engine plane over the field at an altitude of about 1,000 meters. The parachutists jumped very close together with another unidentified object between them. The number of aircraft crates stored in the northeastern section of the field had continuously increased to a total of about 200.

10. Between 11 a.m. and 1:30 p.m. on 23 May, there was intensive air activity by MiG-15s including two planes with a red stripe, 45 to 50 cm wide, at the wings and rudder assemblies.

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Comment. These observations confirm the assumption that VPL pilots have been trained on U-MiG-15s since early May 1953. Besides initial flight training on jet planes, air activity continues with Yak-18s and Yak-11s. According to two previous reports, 80 to 100 MiG-15s arrived in Cottbus in April 1953.

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It has not been determined whether all the planes were taken over by the VPL or whether a portion was assigned to Soviet units. It appears improbable that such a large number of MiG-15s was transferred to the VPL which just started training with this aircraft type.

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